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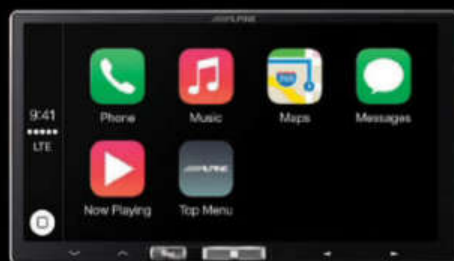


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When it comes to dealing in quality American and Australian steel, seven82motors know a thing or two. Their Gold Coast workshop is a mix of US and AUS with liberal doses of customisation thrown in on top. Their showroom is more like a dream garage of iconic cars from the '50s, '60s and '70s and with the team's combined talents able to source or create just about collectable classic you can imagine it's a must-call shop for the true enthusiast. **PG**



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See inside the entire
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TOOL TIME

I reckon the only thing that satisfies a car guy more than new parts is new tools. There's nothing like the satisfaction of spending good money on good gear and knowing that you've bought something you'll have years of use out of and that will help you with your passion – building, modifying or restoring cars.

There's an old saying that says if you have to borrow it more than once, buy it, and it's this situation that I found myself in recently when working on the race car. Having stripped it almost bare using nothing more than a basic all-in-one-box tool kit I finally cracked it, threw a little internal tantrum borne of not possessing the equipment to make the job easy, and resolved to fix the situation at the first available opportunity.

In the weeks before I'd realised my box of drill bits was missing and with a couple of particularly stubborn windscreen wiper bolts that had rusted themselves in place drilling them out was a necessity. I gave up searching the shed and drove to the local giant green hardware store to buy some cheap bits to get me out of trouble. I then returned home to discover my drill had expired. Nice. A quick call to my mate and crew chief Walshy who dropped around with some functioning tools and the job was taken care of in two minutes.

I could have tried to grind out the rusted nut but considering I don't own a grinder that wasn't happening. The old me would have been stubborn and tried to file it down until it broke off rather than buying new gear but I didn't fancy spending two hours to get the job done. Hell, the old me might have thrown spanners and hammers at it or put the drill bit between my toes and done my best Tassie Devil impression until the rest of the car collapsed around it and the nut came off. I must be calming down as I get older...

In any case the thought of not having the tools easily at hand when I needed them was eating at me in the time that followed and it culminated in trip to another the giant chain hardware store. My basic box of tools that had served me well above its pay grade wasn't cutting it and the other gear I did have was either the cheapest version available or just not that great.

I needed help and it came in the form of a racer I know who happened to be shopping in the same store at the same time. I told him I was after a new drill, an impact gun (using wheel braces sucks), a grinder and some other bits and pieces. As well as driving a 200mph race car that was built largely by himself at home in the shed, this guy works with power tools like these all day for work. He knows what's junk and what's not and the first thing he told me was to leave the big chain I was in and head to a specialist. And I'm glad I did.

The photo below is some of the gear I picked up that same week from my local Total Tools store and it has already come in handy at home, both while working on the race car and while keeping the house and yard clean, something my very understanding other half appreciates too. (Happy wife, happy life!) Doing up wheel nuts by hand is now a thing of the past and that 3/8in cordless ratchet is probably the most useful tool I own. Considering they're built to be used in a commercial situation I know they'll last me for many years to come and there's even a grinder coming as a bonus. Stoked!

Progress on the car has picked up and hopefully in the next couple of issues I'll have the motor in the car ready to start plumbing and wiring and all that fun stuff.

See you next time.

Adrian



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THE CAR THAT WENT OUT OF CONTROL

As a young kid, doing skids on my push bike taught me certain skills. There were plenty of times enthusiasm took over resulting in the loss of skin. This was an amazing school of adventure with trial and error being the road map teaching failure or success. Identifying rear wheel skid was easy, resulting in locking the back brake, laying my bike over with corrective handle bar lock. Front wheel skid was never planned, it happened when entry was too fast, rapid weight shift had me low siding my Malvern Star then biting the dirt. Call it a balancing act that required precision movements, not too much speed, thinking, technique in braking and some luck thrown in for good measure.

Fast forward to car driving and many of the principles are the same except for two wheels being replaced with four. For those who never ventured past training wheels, never had a billycart with no brakes, lived in 'beigeville,' may the force be with you. Childhood memories can either be mild or wild, it's how you viewed risk and how you managed it! For drivers that only ever did basic stuff like, drive in dry conditions, drive below sign posted speed limits, drive defensively, they give way to anything that moves etc. Imagine if you were confronted with a challenging situation that required panic braking compounded with massive steering input topped up with adrenalin pumping your brain.

From my extensive experience, humans and motor vehicles work well together in a perfect world. It's when things turn pear shaped that untrained drivers either overreact or simply freeze. I witnessed this at a wet low-speed roundabout. A driver entered on my right, turned the wheel and they understeered straight ahead mounting the gutter. When I approached them to see if they were ok the driver said, "I turned the wheel and the car would not steer, I think the steering failed?" Had there been pedestrians the situation could have been fatal.

So what did this driver learn? Absolutely nothing. In their mind the car was at fault, you know the drill – naughty car! Firstly the tyres were only just street legal and under inflated. Entry speed was a little fast and acceleration was activated too soon causing the front to lift. You don't need to be a brain surgeon to figure out weight transfer went to the rear giving no front end grip hence, understeer! Could this driver be a repeat offender, moving on with no knowledge or skills continuing to blame the vehicle? Absolutely, you can bet on it, I call these drivers habitual stuff-up's just waiting for their next opportunity.

While this is a very pessimistic view on life, I believe it is also totally realistic. Was the driver speeding, in this situation it was a 60km/h zone? I estimate they were under this however the wet road, unsafe tyres and incorrect driving techniques caused this driver to crash. Passing their driving test back whenever did not equip this person with knowledge, that's unless we are critiquing a reverse park.

Again the supposed road safety experts will stand proud claiming, "If you do any type of driving course it will make you over confident and you will take greater risks!" Let's go back to the accident I witnessed and imagine there were pedestrians on the outside of this roundabout. Three are now dead, four have lifelong injuries requiring permanent rehabilitation and the driver still blames their vehicle. Police will say the driver was not speeding, the wet road contributed to this most unfortunate accident.

There is a saying – ignorance is bliss – or to put it another way, you don't know what you don't know. This is why we have different levels of education starting with primary school, secondary moving on to university then work environment where individuals continue to learn on the job. Now look at driving, it's mostly Mums and Dads teaching their kids then a handful of learner lessons to help you pass the test then you're on your own. How can any responsible human being in a Government or a position of power stand up and say, "The current system is ok." Doing nothing is an excuse, claiming over confidence comes from attending driver training courses is laughable. Sadly the victims of road carnage and their families, friends and work colleagues are not laughing. It's time for Government policy to be changed to better equip drivers with knowledge which, after all, is power.

Getting people to put this life saving knowledge and competency to the test starts with knowing how a motor vehicle functions. This must be delivered through effective driver training programs.

Remember public roads are not race tracks or drag strips. If you have a need for speed get into motorsport, it's fun.

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Muscle car theft isn't something that goes away...

Who says history never repeats itself? In the case of muscle cars being stolen I guess that will never go away but recently it has come back hard with several Falcon GTs being stolen. With the values of muscle cars particularly the Falcon GTs in Australia climbing to all time highs, it has made them very collectible and under the spotlight as a possible source of income for car thieves.

Back in the 1980s Falcon GT values were starting to climb and so came many thefts of these cars. Owners of these cars became concerned, a few even sold their cars to avoid the hassles whilst others resorted to changing the appearance of their genuine cars to make them look like a replica by adding non original wheels etc. to throw off the scent to potential thieves. All this just to keep their car!

We need to have a basic alarm and security measures in place. Now is the time to reassess as you could be next. I don't mean to scare you, but another muscle car owner thought it wouldn't happen to him when he took his XWGT out for a test drive. He parked his car on the side of the road and had opened the bonnet to make some engine adjustments. A van pulled up and two guys basically car jacked him for his XW at gunpoint! Sure there isn't much you can do when faced

with a gun pointed at you, but the car wasn't fitted with any security device as the owner wanted to retain the car's originality which is fair enough. But if you are going to go that route please ensure you hide a GPS tracker in it somewhere. They are small enough these days to hide and it may be your only chance of finding your car again. It's nice to have the car so original that a wire hasn't been touched but is it worth not seeing your car again? I think not.

The recent thefts haven't only been restricted to genuine GTs either with several replica GTs being stolen for their valuable parts. Parts such as GT style dash's, steering wheels, interior and even body panels are all highly sought after.

I have full comprehensive insurance but I also have fitted several anti-theft devices to my cars and also to their stable just in case any undesirables decide to visit. Oh, and I recently renewed my firearms licence again too.

Moving on spring has sprung, so it's now the time to give the car a wash and take it out for a cruise-Sunday drive. Now that lifestyle is one worth fighting for so lock up and protect your car and listen out at night as it may be your mate's car being taken!

**Fords Truly,
Roy Velardi**



WICKED WORKSHOP:
GAS RACING
& ROTORMASTER



With a brand new facility and even more awesome customer toys to work on, RotorMaster and Gas Racing are surging ahead



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TURBO &
ENGINE

STORY BY ADRIAN HODGSON PHOTOGRAPHY BY BEN HOSKING

RACING ON

WICKED WORKSHOP:
GAS RACING
& ROTORMASTER

BOLT-ON POWER

Turbo technology has come a long way and today's turbocharged cars no longer need a giant turbo with custom exhaust and intake manifolds to make big horsepower. One of the most popular factory turbo cars in Australia, the Ford Falcon XR6T, is limited in performance by the factory-fitted turbocharger and it's here that Precision, with the help of Joe Signorelli seized on an opportunity.

"The Falcon Turbo makes good power for a standard engine but they're a heavy car so if you want to make them fast you really have to upgrade the turbocharger. The thing is most owners of these cars don't really want to chop them up to fit a huge turbo and prefer to keep them looking as standard as possible. The factory manifolds aren't too bad and with the bolt-on options from Precision you can use them to keep it looking stock and make over 500kW at the wheels."



This one time all motor stormer now packs a RotorMaster 13B package equipped with a Precision turbo. Look for this one at racetracks soon

For more than 20 years Joe Signorelli has been building, tuning and racing some of the fastest and most powerful turbocharged cars in Australia. His reputation as an engine builder in both the rotary and piston worlds in which he has built his success is enviable and the world records and event and championship wins collected along the way are too numerous to count.

The Gas Racing Mustang is one of the fastest turbo cars in the country having run 5.9sec at over 250mph. It is tuned by Joe Signorelli and driven by long-time customer Zoran Gajic





Huge alloy rods are what you need when your 6cyl engine is making over 2000hp

The Mainline hub dyno has picked up where the roller dyno gave up. The new Mainline unit is 2000hp capable all day



Will we see Joe back in a rotary any time soon? We found this sitting in the shop. For what it's worth we reckon it suits him perfectly

ROTORMASTER

Joe's passion for the rotary engine, not just in racing terms but in developing technology that has helped push the rotary's capabilities to new heights, is undoubtedly what has pushed the RotorMaster name to the top of the shopping list for hundreds, if not thousands of Mazda engine owners. Just as the technology developed for Formula 1 eventually finds its way into road cars, so too do the parts and techniques developed and refined by Signorelli for his signature race cars eventually form part of each and every street car build.

While Joe has owned dozens of cars over the years, many of which enthusiasts would cut off their left arm to own, the first car to make an impact on the racing scene was undoubtedly his blue RX-3. This car took the title of Australia's fastest untubbed rotary (9.4sec @ 146mph) thanks to the 13B engine combination that was tuned and steered by Joe. It would be the first of many records to fall with Signorelli behind the wheel.

Many Australian sport compact drag racing fans will have different memories of cars that wore the RotorMaster name

but for most, the one that stands head and shoulders above the rest is the original RotorMaster R100. Powered by the ultimate rotary production engine, the triple-rotor 20B, Joe sent this the distinctive orange and purple beast down the strip in low eight-second territory more times than he cares to remember. The car's best time of 8.23sec and 164mph put it near the top of the list when it came to rotaries backed by automatic transmissions but the little R100 was proving to be less than capable of showcasing the true potential of the RotorMaster 20B and so a new project was undertaken.





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WICKED WORKSHOP: GAS RACING & ROTORMASTER



PRECISION TURBO

RotorMaster/Gas Racing are the number one Precision Turbo & Engine dealers in Australia and among the top dealers worldwide. Having used Precision products on his race cars to great success the team took the next step by taking on dealer status. They now supply Precision turbochargers, injectors, wastegates, intercoolers and even merchandise on a massive scale to end users and trade customers alike. Joe says, "Having a direct link to the team at Precision is great for us but also for our customers as we can get our hands on custom orders in a really short timeframe. We almost always have stock on hand with everything from small performance turbos right up to the big Pro Mod stuff for 5sec V8 drag cars."



We didn't expect to see a Mitsubishi 4G when we popped the bonnet of this Mazda coupe. The relatively small Precision 6870 is rated to around 1000hp and should see this car rocket into the 8s with ease



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WICKED WORKSHOP: GAS RACING & ROTORMASTER

There were many notable and innovative rotary race cars to follow but perhaps the best remembered is the ex-Abel Ibarra RX-7, formerly the world's fastest rotary drag car and in Signorelli's hands Australian record holder too. 2004 was a year of mixed success as while the new record stood for some time the car suffered a major crash that paused the team's progress for quite a while.

But progress and innovation can't be stopped altogether and today RotorMaster produce some of the quickest and fastest street and race rotaries anywhere in the country, and with the recent move to their brand new, state-of-the-art premises in Wetherill Park NSW, the already high standard of work is certain to continue well into the future.



This is what 2500hp looks like in 2JZ world. Fewer than 200ci but more than 13hp/ci is what's required to run over 235mph in this type of car



THE FABRICATION SHOP, MACHINE SHOP, ENGINE BUILDING ROOM AND DYNO CELL OCCUPY THE ENTIRE BACK WALL AND MEAN GAS RACING AND ROTORMASTER CAN MAKE ANY STREET OR RACE CAR DREAM A REALITY



GAS RACING

It was during Signorelli's break from racing rotaries in 2004 that he began exploring new ways to make turbocharged horsepower and go fast. While it was still relatively new to Australian petrol heads, the Toyota 2JZ

already had a solid reputation internationally and was a proven high output engine in the right hands. Joe took to the 2JZ like a duck to water and before long he'd put one in his new race car and set the Aussie sport compact world afire.

It wasn't long before Joe combined his years of tuning and racing experience with

the newfound power of the 2JZ to run record after record, culminating years later with a world's best speed and ET at the Brisbane Jamboree. Having run a 6.30sec pass the run before, Joe's now retired gold Celica reeled off a staggering 6.26sec at over 230mph, which at the time was a quantum leap in performance.

WICKED WORKSHOP: GAS RACING & ROTORMASTER

Today Gas Racing are responsible for several world class 2JZ-powered race cars ranging from low 6sec machines to un-tubbed weapons in the low 7sec zone. The new facility's engine building room is divided evenly between piston and rotary projects, just as the main workshop space is split down the middle with Mazdas along one wall and all things piston on the other. The fabrication shop, machine shop, engine building room and dyno cell occupy the entire back wall and with staff enough to tackle any challenge, Gas Racing and RotorMaster can make any street or race car dream a reality. **PG**



A rare look under the back of a six-second race car. There's plenty going on under there!



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EPIC EVENT:
NEW SOUTH WALES
ALL HOLDEN DAY

DAY OF THE

LION

STORY AND PHOTOGRAPHY BY BEN HOSKING



800 Holdens descend upon Clarendon in Sydney's West to celebrate all things GMH at the 30th annual NSW All Holden Day



Rodney and Jennie Barnes hauled arse all the way from Parkes in NSW for the event with their newly completed 1978 Sandman. No strangers to the Sandman, the couple own three of them, the other two wearing the iconic Sandman livery



EPIC EVENT: NEW SOUTH WALES ALL HOLDEN DAY

If there's a show in the greater Sydney area that is an institution – an event you just know you'll be going to every year, or entering, without fail – it has to be the annual All Holden Day in Clarendon, between Richmond and Windsor. Celebrating its 30th birthday in 2015, all 800 display spots were full before Sunday's show and shine – as has become the norm for this monster GMH spectacle.

All Holden Day actually comprises two days of activities, with the Saturday playing host to a monster swap meet before the gates open to the show cars on Sunday and it's an event you should probably prep for a few months in advance (hitting the treadmill instead of the pub... ok, so maybe hitting the treadmill with a beer in hand) as you'll cover quite a few kilometres trying to see everything. The fact that almost every car on display is worth stopping at for a decent look makes this an all-day proposition.

Standouts at this year's event had to include the mental green panel van known as BRUTLE, with its towering power plant and miles of chromoly tubing; Darren Hamilton's ProCharger-equipped, 434ci Dart SBC-powered 1038hp LX Torana sedan and Mark Psaila's RB25-powered, rusty rat HR sedan that recently graced the cover of our sister mag, Zoom. No matter your bent – whether it be resto, modified street, drag or race – there was something to whet your appetite. **PG**



This ultra rare EH S4 was originally sold new to the then-crew chief of the Scuderia Veloce race team Bob Atkins as the back-up car for the Brian Muir/Spencer Martin Bathurst race car. Number 65 of a total production run of just 115, it is believed that the S4 was Holden's first foray into production race cars and only 12 remain intact



BRUTLE was one of the standouts of the day with its insane engineering and engine combo



Russell has spent the last few years piecing together this VS cop car using as much original cop hardware as possible and as you can see, he's been able to locate quite a bit. He told us he's also working on a Panther Mica series-II VS unmarked model right now which he'll have on show next year





The Grima's EK sedans always attract big crowds and represent the two sides of Holden ownership: restoration and modification

1961 EK HOLDEN SPECIAL
 This car was built by the Grima family in 1961 and was one of the first EK Holden Specials. It was built by the Grima family in 1961 and was one of the first EK Holden Specials. It was built by the Grima family in 1961 and was one of the first EK Holden Specials.

CELEBRATING ITS 30TH BIRTHDAY IN 2015, ALL 800 DISPLAY SPOTS WERE FULL BEFORE SUNDAY'S SHOW AND SHINE



**EPIC EVENT:
NEW SOUTH WALES
ALL HOLDEN DAY**



*Ricci Camilleri's Torana out
and about looking amazing*



We first ran into this VE ute at last year's event. At that time the initial, engineered panel van conversion had been completed, but the interior had yet to be done. As you can see, the process is all done and it looks amazing! Why are there not more people doing this?



Grant Jansson's just-finished VH SS clone was immaculate and boasted a 320rwhp 308ci Holden V8 as well as AP Racing 4-piston brakes – with a new leather and suede trim on the way. He's owned the car for 25 years, having bought it as a stocker

Kylie Colvin has been building this VZ Crewman with her sons over the last five years, with plenty of sinister detailing inside and out. If there was a suitable trophy for her ride, it would have been for Most Body Parts. Look under the muralled hard tonneau and you would have found a coffin, too!





Stephen Barrie's awesome hatchback never fails to impress



We found Nick and his classy modern take on the LH Torana hiding off down the back of the field. It didn't stop people poring over the details though, with the sedan powered by a 420rwhp modified LS1 which is backed by a T56 and 9in, making it a real driver's car. More obvious mods include the tubbed rear with deep dish Simmons, Wilwood brake upgrade, coil-over Strange rear and modern trim treatment with Sparco race buckets, carbon dash and Autometer gauges



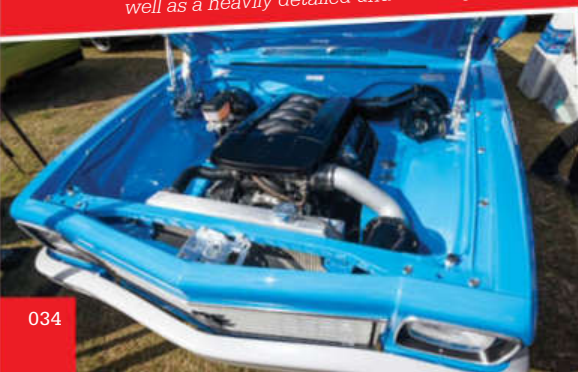
EPIC EVENT:
NEW SOUTH WALES
ALL HOLDEN DAY



**THE FACT THAT ALMOST
EVERY CAR ON DISPLAY IS
WORTH STOPPING AT FOR A
DECENT LOOK MAKES THIS
AN ALL-DAY PROPOSITION**



Gregg Targett finished bolting this sweet LH together at 9pm the night before the show and looked pretty wiped as he answered plenty of questions from interested onlookers. It features a roller-cam VT Holden 5L, smoothed bay and a neat custom trim as well as a heavily detailed undercarriage



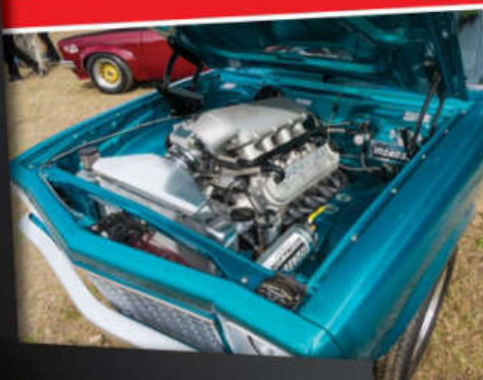
James from Tubular Suspension Systems is clearly a workaholic. In addition to finding him in his workshop most days of the week, the other remaining days are generally filled attending shows and All Holden Day is a favourite. His latest project is this VZ Maloo that he picked up for a song, in need of some TLC. The slammed stance comes from his airbag systems



You really can have it all!
This HJ GTS is running a 6-speed 6L LSx, complete with fly-by-wire throttle, air-con, power steer... awesome



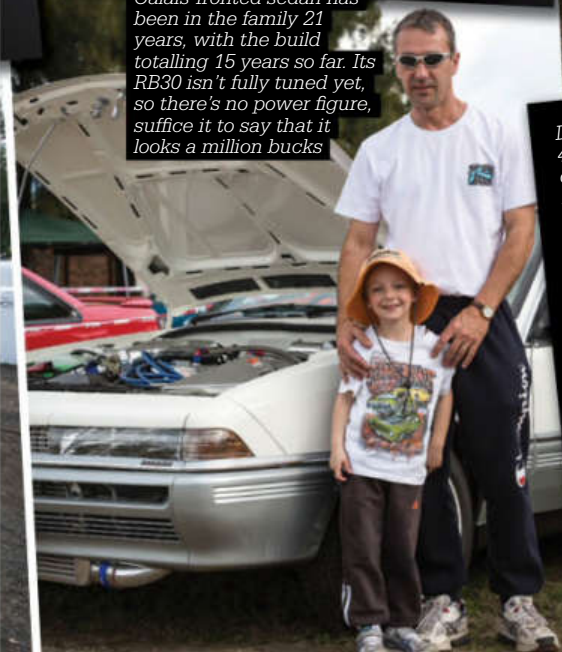
Greg Jackson's L.J. coupe started as a \$4000 wreck and he's spent the last six years transforming it into the mean machine it is today. It's powered by a 355ci stroker that's backed by a T700 auto and the original single-spinner rear end which he says he'll replace "one day". Still being run in, he's not ready to smash any tyres in it yet anyway



Rob Webster's muscular LH sedan has just recently run a 10.8sec ET which is the result of a 439rwhp 408ci LS2 stroker wearing a Holley EFI tunnel ram manifold, custom OTR and Holley fuel system. This is backed by a Powerglide and Mark Williams 9in



Tommy Sikic and his son were loving the attention his VL Berlina was copping on the day. The Calais-fronted sedan has been in the family 21 years, with the build totalling 15 years so far. Its RB30 isn't fully tuned yet, so there's no power figure, suffice it to say that it looks a million bucks



Darren Hamilton's nutso 434ci LX Torana had people drooling over it all day. It's little wonder considering the thing makes over 1000hp on pump fuel thanks to its F1R ProCharger setup



**EPIC EVENT:
NEW SOUTH WALES
ALL HOLDEN DAY**



Danny Hoy's remarkable 'EJ' ute is a real sleeper and we'd forgive you for walking past it thinking it was a mere engine transplant job. Look closer and you'll notice the ute is wider and longer than stock, with all the panels actually modified to stretch over the remains of a VZ Commodore ute that was rolled with only a few thousand kays on the clock! The process took two years to complete with work by guys like Scott Cox from Scotty's Choppers, Ray Sweeny, Johnny Diamond from Gyra Smash and Gary Dunn helping Danny achieve his vision

Matt Rowe has owned this LH for seven years and since then he's repainted it and enjoyed the sedan's 308ci, 5-speed and 9in combo. It's also got nice new trim and he says there's a 355ci stroker ready to go in and start punishing that 9in



George Schembri is a regular to the All Holden Day. In fact, he was there early enough this year to be first at the gates! His brilliant FC is an homage to the way guys would have customised their early Holdens in the 1960s, using parts and techniques typically found back then. The result is incredible

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Mick's VX SS was originally Quicksilver, but the matte black vinyl wrap suits the car's menacing output, running 10.9sec on nitrous

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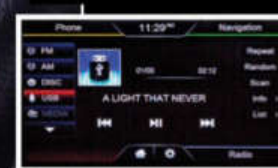
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WORKSHOP WATCH:
SHELBY COBRA
XY GTHO

*The owner chose Track Red
for this GTHO replica*

COMPLETE

RESTORATION

Come inside the workshop of Rodney Plowman Restorations
to witness the complete concours restoration of a Shelby
Cobra (Mustang) GT500KR and the XY GTHO

WORDS BY SAM HOLLIER
PICS BY RODNEY PLOWMAN RESTORATIONS



SHELBY COBRA

A classic 1964-1973 Mustang is a desirable enough car as it is, but when it's a Shelby Mustang that desirability, and the car's monetary value, go up through the roof. Fred's classic Shelby is a 1968 Cobra GT500KR, so naturally then this is definitely a car not only worth saving, but returning to pristine, and spot-on accurate, concours condition.

CLASSIC RESTORATION

The work was conducted at Rodney Plowman Restorations in Lonsdale, SA, and they've shared with us the process that this car went through. They told us that this particular car "had been previously restored in America a long time ago and was in a tidy driving condition. The owner wanted to build it into a concours car so had been

collecting NOS (New Obsolete Stock) parts. We allowed 18 months build time," and the target for completion was the 2013 Shelby Nationals held in Dandenong, Vic.

"As we started to strip the car down to the bare shell we could see accident damage previously patched up; also minor things such as guard badges in the incorrect location, etcetera. We

The car was in good running condition when it arrived but was in need of a second restoration

Once the cars are stripped they are sent to Frank at Minus Paints for full body dipping which removes everything; all paint, bog, and sealers, everything



With an 18 month build schedule the car was soon stripped as work got underway

The cars return etch-primed and ready for bodywork repairs to commence



Repairing minor damage to a concours standard often requires removing more of the bodywork than spanners alone can achieve, in this case cutting off the right rear quarter, most of the boot floor and the rear beaver panel



WORKSHOP WATCH: SHELBY COBRA XY GTHO

start every restoration by putting the bare shell on a frame and send them to Frank at Minus Paints for full body dipping which removes all the paint, filler, rust and sealers from the vehicle and are returned to us cleaned and etch-primed."

With the car back from its dunking "the bodywork is done in-house and then the car makes its way into our in-house paint shop. The vehicles only leave the shop for body dipping; all other aspects of the restoration are done in-house. The car received OEM-style sealer and it was painted as per factory, even with the bare-metal spots on the chassis rails from where the car would have been on the



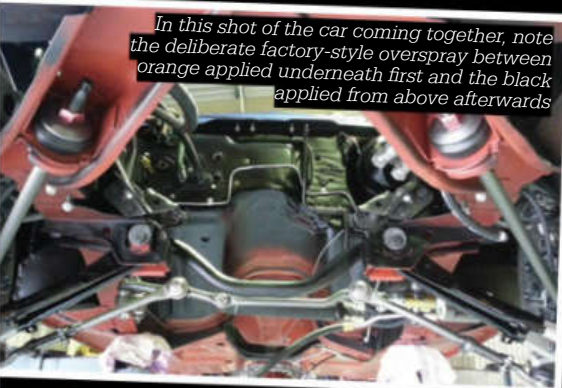
Following the order in which the factory applied all the coatings and colours originally, it was eventually time for the Acapulco Blue to finally go on



Whilst the body and paint were being done the rest of the parts to be reused were refurbished

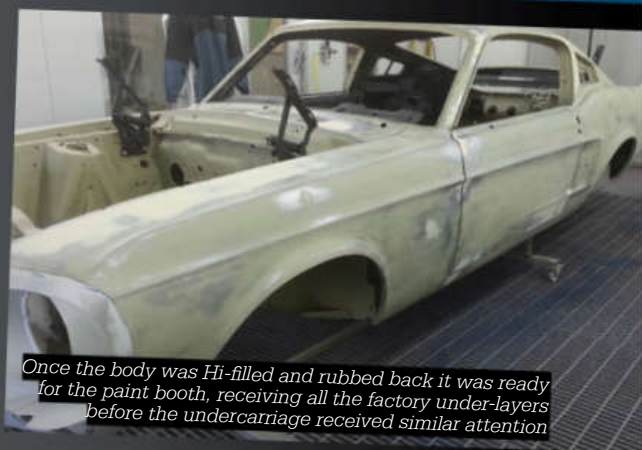


The car was painted just like it had been at the Ford factory, which left these spots in bare metal until late in the application of protective layers



In this shot of the car coming together, note the deliberate factory-style overspray between orange applied underneath first and the black applied from above afterwards





Once the body was Hi-filled and rubbed back it was ready for the paint booth, receiving all the factory under-layers before the undercarriage received similar attention

**IT ALSO WON THE
GRAHAM BELL AWARD
- CONOURS EXCELLENCE
- HIGHEST POINTS
WINNER**

painting skid on the factory line." And it is this kind of attention to detail to do everything exactly the way it was done on the production line that separates the good concours restorations from the really good ones.

"While the vehicles are in the body and paint shops we restore all the components that will be going back on the car such as the driveline, interior and suspension. Then the vehicle is re-assembled and receives all the factory decals, stamps, paint markings and crayon as per the factory inspections."



WORKSHOP WATCH: SHELBY COBRA XY GTHO

During reassembly the factory-spec press-bent dual exhaust system was re-created, using the original as a blueprint



The 428ci Cobra Jet engine was given a check with the sump and accessories off and then its appearance was freshened up too



Note that this car came from Shelby with a roll bar



And of course the boot wasn't forgotten either



THE RESULT

The car's restoration was completed in time for it to attend the 2013 Australian Shelby Nationals, and the high quality of work and attention to detail was very much recognised. The car was not only judged worthy of a National Gold Award, it also took the big one, known as the Graham Bell Award - Concours Excellence - Highest Points Winner. Also keep an eye out for a full feature on Fred's completed GT500KR in a future issue. ■



XY GTHO

More than 40 years since it first hit the streets and conquered Bathurst the XY GTHO Phase III remains as iconic as ever. And it is that status that has seen many normal XY Falcons and Fairmonts rescued and restored into replicas and tributes rather than left to rot or be melted down as scrap metal.

Richard's XY is one such example, and after buying the car in an unfinished state he turned to Rodney Plowman Restorations in Lonsdale, SA, who are Ford specialists with award-winning examples to their name. However, this particular XY GTHO replica has been built primarily to be driven rather than shown.

BARE-METAL RESTORATION

Richard bought the car primed and ready for paint, and mechanically it was in good running order, or so the person selling it claimed. It was soon discovered however, that the body had bog over rust, the engine hadn't even been so much as serviced in a very long time, the diff centre was broken, and everything else was in a similarly bad state.

Wanting the job done right, Richard decided to go ahead and have Rodney

Plowman Restorations strip, dip and repair the bodywork, basically starting the project from scratch. Dipping means the car is sent to Frank at Minus Paints and a session in the tank removes all the paint, filler, rust and sealers.

The car was returned etch-primed and ready for body repairs. "We then proceeded to restore the car and the parts and return the car to a factory GTHO style" Rodney said. And to thoroughly recapture the nostalgia associated with the Phase III, "we finished the car off with factory decals, paint markings and crayon, etcetera, as done on the factory line."

WORKSHOP WATCH: XY GTHO

Amongst the problems, this allegedly-driveable car didn't even have a clutch

Under the bog, there were a huge number of patches of rust that had to be cut out and have a new piece of steel welded in. The welds then needed to be ground down smooth and flush with the original shape of the bodywork



Some areas were trickier than others, requiring intricately-shaped sections of zinc-plated steel to be cut and folded

Another challenging area was the lower corner of the rear window, which required multiple small pieces to repair properly



WORKSHOP WATCH:
SHELBY COBRA
XY GTHO

The mechanical work involved rebuilding a mild 351ci Cleveland V8 and the car also has a Toploader 4-speed gearbox and 9in LSD. Further reproducing the feel of an original Phase III the car has disc front and drum rear brakes with a HO proportioning valve, factory-spec suspension, and an authentic-looking interior with a GT dash, wheel, bucket seats and black vinyl upholstery. The car was painted in one of the original optional colours, Track Red, and given as set of 5-slot wheels like those that the original cars were delivered with in 1971.

The rust was everywhere, but it was diligently cut out, each area cleaned up, and a new section welded in its place

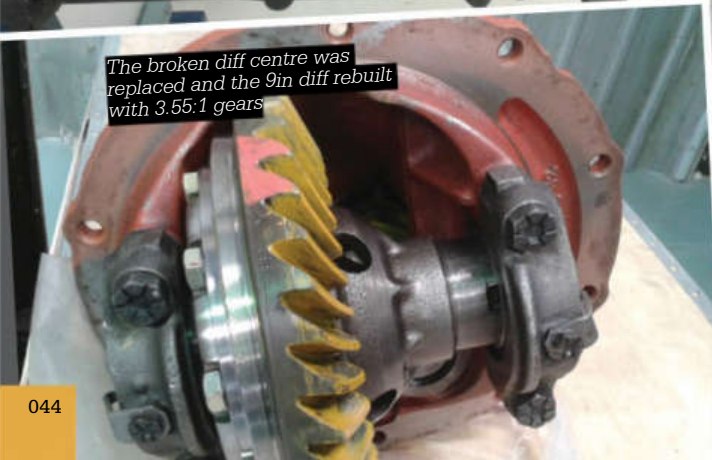
Meanwhile the Cleveland V8 engine was rebuilt with some new components such as these replacement pistons



The engine rebuild included cleaning and re-machining the block



The broken diff centre was replaced and the 9in diff rebuilt with 3.55:1 gears



**RICHARD DECIDED TO
HAVE RODNEY PLOWMAN
RESTORATIONS START
THE PROJECT FROM
SCRATCH**



Once repaired the doors and other hanging panels were primed and painted separate to the main bodyshell





Doors for these cars are rare too, so they got repaired as well

Even if it doesn't show it, the area under even the most mundane of brackets under the car will have rust where the factory paint was unable to reach and protect them

284 SEAT MOUNT R/H FRONT



The car was primed and supposedly ready to paint when it arrived, but many problems were soon discovered and the car was taken to Rodney Plowman Restorations for the project to be started from scratch



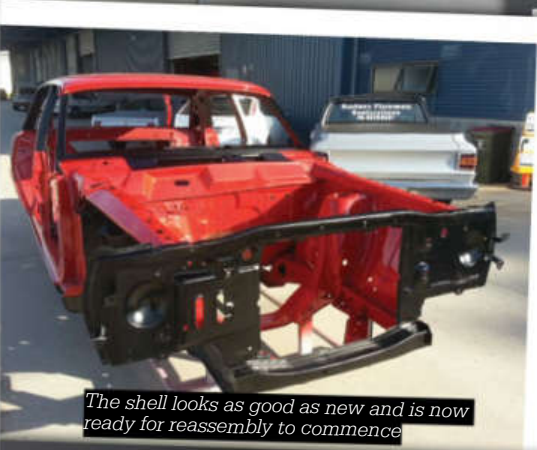
WORKSHOP WATCH:
SHELBY COBRA
XY GTHO



The bonnet and boot lid were returned to brand new condition as well



Once repaired the body was primed and painted, with each layer applied in the same order that it was at the factory



The shell looks as good as new and is now ready for reassembly to commence



This shows the car nearing completion, but the restored black vinyl interior is still to go in



Mechanically the car was built up to be the same as a GTHO

Absolutely everything was either refurbished or replaced, making the car feel like a brand new GTHO

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THE RESULT

Since it was built to be a cruiser, that's exactly what its owner Richard has been doing ever since Rodney Plowman Restorations completed the project. The accompanying pictures highlight some of the work that was done and you should also keep an eye out for a full feature on Richard's XY GTHO replica in a future issue. **PG**

SOURCE:

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WICKED WORKSHOP:
SYDNEY SPEED
RACER'S CHOICE



Stuart Vale and his Racer's Choice workshop have been fabricating world-class race cars and street cruisers for a decade – and the future is looking even brighter



GO-FAST

FABRICATION

STORY AND PHOTOGRAPHY BY BEN HOSKING

WICKED WORKSHOP: SYDNEY SPEED RACER'S CHOICE

Stuart Vale hit the modified car scene at the age of 20 with a twin-throttle VK Commodore that ended up in national magazines – an innovative conversion back in 2000. Like most guys in their early 20s at the time, he worshipped at the altar of scene leaders like Gary Myers, Owen Webb, Gareth Davies and Rod Andrews. “There are more, but these are the guys who inspired me, all in different ways,” Stuart says. “Then there is Chip Foose. Talking to him over the years, and even buying my laser cutter from him has opened my eyes.”

Through his work in the industry over the years (including crewing for Maurice Fabiatti) and since first opening the doors of Racer's Choice's humble 100-square foot workshop in 2005, Stuart has gone on to not only meet most of his idols, but work closely with them, like burnout master Gary Myers. “Career highlights definitely include having Gary Myers in my shop and performing the fab' work on his last build, his XA coupe and original Mustang,” he says. “A guy I looked up to is now a great friend.”



**“WE STILL DO A SET OF CUSTOM
HEADERS EACH AND EVERY
WEEK OF THE YEAR”**

STUART'S HB

Long-time drag racing fans will probably remember Stuart's HB Torana. He's had it some 15 years and is in the middle of a "revamp", with the coupe having been in retirement for years. "I retired it after setting the record for Fastest Holden-powered Holden," he says of the 7sec ETs the car has run in the past. It'll be back in the future sporting the new 434ci SBC you see in the photos, assisted by the huge 55R single-turbo and backed by a Reid Powerglide, Chance converter and braced 9in. The full-chassis HB has been on the boil for 12 months so far and Stuart says it'll be finished to a show car level. Given his 15-hour days and a new shop to set up, we reckon we might be waiting a little longer at its next Time Attack event.

Apparently Stuart was a big fan of the Monkey Bars in primary school!





NISSAN 300ZX

Upon walking into the Racer's Choice workshop, the first thing that hit us was this unusual-looking Nissan 300ZX. The customer commissioned Racer's Choice to fabricate a custom wide body for it, completely out of steel. "We've widened

the body all around, using only photos the customer gave us as a guide to what they wanted," Stuart says. "It's the first time we've ever done this." With wider track afforded by the wide body and aided by a twin-turbo V6, the 300 will certainly get plenty of attention at its next Time Attack event.



The original guards have been cleanly cut away from the rest of the body and reused to form the new pumped panels

The twin-turbo 300 is destined for Time Attack racing and is going to look mean on the track with the aggressive wide body



WICKED WORKSHOP:
SYDNEY SPEED
RACER'S CHOICE

DATTO UTE

There's more pay-off to getting custom fab' work done at Racer's Choice than merely the work itself. The ever-thoughtful Stuart is going the extra mile for his loyal customers and building an insane Datto 1200 burnout ute specifically to treat clients spending the big bucks to an honest-to-goodness burnout experience. "The project has been going for about six months so far," he says. "It started as a wreck and now features all new bodywork, 3/4 chassis and an LS2 with a 6/71 and Powerglide."

As you can see from the photos, there's nothing half-arsed about this 1200 ute, with a stack of sheet metal work and fabrication underpinning the little truck in support of what is no doubt going to be a big-HP machine. Almost makes us want to re-mortgage the house and spend some coin for a ride!

The project has been built piecemeal as bargains and opportunities on parts arise

It's going to be gloriously noisy inside that sheet metal cabin at full throttle

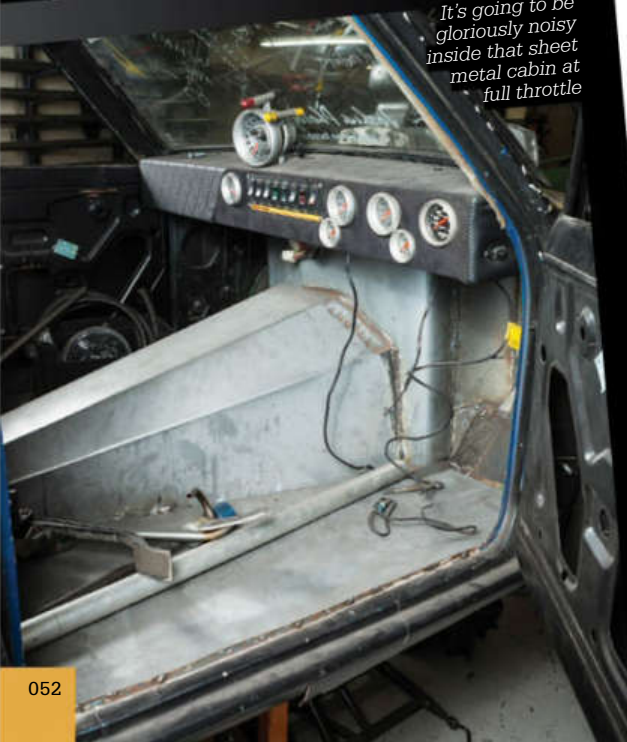
What's not to love about a 6/71-blown LS2 in a tiny Japanese ute?!

Other very notable customer cars include Mick Fabar's awesome eco-friendly Falcon, Graeme Cowin's Thunderbird and '34 Ford and the Younis family's Anglia, LC Torana and Ford Capri. But ultimately, there are scores of cars and bikes throughout the country using Racer's Choice components, as Stuart explains. "We cater for all chassis and performance custom exhaust needs," he says. "We still do a set of custom headers each and every week of the year. But now we also offer complete, start to finish builds."

On top of offering turnkey builds, Stuart is also expanding Racer's Choice

into a mail-order service too, with plenty of popular items available off the shelf like Racer's Choice-designed fire extinguisher brackets, Lexan window surrounds and laser-cut exhaust components. "We're planning to get a proper online store setup soon," Stuart says.

By "we're", Stuart is referring to his team which also includes his wife Shaylee who has been there every step of the way. Stuart says "she's the boss". You'll also find "boss two" – and son – Cruz there regularly as well as fabricator Nathan Wells and Mark McDermott who runs the laser mill.





THE GOLF KART

Stuart officially credits the gold kart to his son, Cruz and this latest iteration is a result of Stu damaging the first version. Now powered by a Kawasaki GPX750 motorcycle engine, we really want to go for a spin in it – once we pump up our life insurance policies! There is still a full custom paint job coming for it, as well as wheelie bars, Stuart says. "We'll use it as-is, but I've already got a Bandit 1250cc engine ready to go into it!" And the hardest part of owning it? "Stopping my son from doing skids in it."



STUART HAS GONE ON TO NOT ONLY MEET MOST OF HIS IDOLS, BUT WORK CLOSELY WITH THEM, LIKE BURNOUT MASTER GARY MYERS

STUART'S UC TORANA

Believe it or not, this mean UC Torana has actually been finished for some five or six years, yet rarely seen the light of day. Stuart built the car in under 12 months from an untouched maroon shell with the intention of beating on it at events like Powercruise and hitting the street every now and then. Sadly, his long hours at the 'shop

seem to keep putting a spanner in the works and this 850hp, 434ci Dart SBC generally sits idle. Backed by a Reid Powerglide and Mark Williams 9in, it's a tough thing that got even tougher when a mate suggested bolting on some gas. Before he knew it, Stuart says the manifold was off and a 300hp system was being installed! It's not all balls-out aggression though, with a big stereo woven in between the cage and tubs, fighting for sonic space over the big pipes.



WICKED WORKSHOP:
SYDNEY SPEED
RACER'S CHOICE



You can see why Stuart is moving the shop again! It's jam packed in here

ON TOP OF OFFERING TURNKEY BUILDS, STUART IS ALSO EXPANDING RACER'S CHOICE INTO A MAIL-ORDER SERVICE TOO



Stuart loves anything with wheels and his latest passion is slot cars. eBay can be a dangerous place!

The whole screw will soon be moving to a new facility, adding an additional 50 square (now 350sqm) metres and giving Stuart the space and freedom to set things up exactly as he's always wanted. "It'll look like a dentist surgery, with an assembly room for assembling the build, bays for each car, polished floors and a slot car track up stairs with a showroom," he says, clearly excited about not only having shiny new digs, but also being close to home. "I hope to get better at juggling work and home life," says the guy who regularly works 15-hour days, up to seven days a week.

The future looks bright for Racer's Choice, indeed. **PG**

The question you need to ask is, "why not?"



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EPIC EVENT:
THE BIG SHOW
MOTOREX 2015

NATION'S BEST

STORY AND PHOTOGRAPHY BY BEN HOSKING





The MONSTR guys had an impressive stand, with impressive vehicles on show and impressive promo models happily posing for photos all weekend



MotorEx returns to Sydney bigger, bolder, brighter and better than ever before

**EPIC EVENT:
THE BIG SHOW
MOTOREX 2015**



**MIXED AMONGST ALL THE LATEST IN
AFTERMARKET POWER PARTS WAS A
WEALTH OF DISPLAY VEHICLES**



For the first time in its 25-odd year history, MotorEx spent 2014 in Melbourne and this clearly made Sydneysiders hungry for what is really the country's top indoor car show. Luckily for the thousands who made the trek to Homebush's Olympic Park on the last weekend of July, event organisers Motoractive really pulled out all the stops, making the 2015 MotorEx the biggest, brightest and most immersive event in its history.

Now split into three main exhibition areas, the old days of trawling through a single large hall are long gone and as a result, the square footage has increased exponentially to over 22,000 square metres of display space. Over 400 vehicles entered this year's event between the main judging areas and the excellent Performance Garage (no relation) trade halls, with the collective cars and bikes worth an estimated \$40 million! Whereas once the nation's top show cars all worked to get their latest creations ready for unveiling at



**EPIC EVENT:
THE BIG SHOW
MOTOREX 2015**



Another machine to come from the sadly-defunct Chop Shop was Chris Willet's unfinished HT Holden, which is now being worked on by former Chop Shop alumni Aaron Gregory. It's going to be an insane vehicle once completed with tons of custom fabrication on show. Both it and the Summernats Grand Champion-winning FB next to it were surrounded by photographic tributes to the late Laurie Starling



Blown and injected big block Torana is a masterpiece. We can't believe they're going to skid this thing!



THE WINNERS SUPERSTARS AWARDS

- Laurie Starling Award – Mal Apps – 1959 FC Holden
- Gold Bodywork Award – Paul Souma – 1956 Chev Belair
- Gold Paintwork Award – John Saad – 1972 Mazda RX3
- Gold Engine Award – Peter & Debbie Miller – 1932 Ford Roadster
- Gold Undercarriage Award - Peter & Debbie Miller – 1932 Ford Roadster
- Gold Interior Award – Mal Apps – 1959 FC Holden
- Gold Display Award - John Saad – 1972 Mazda RX3
- Gold Overall Innovation – Robert Gallo – 1978 Ford XC Coupe
- Grand Master - John Saad – 1972 Mazda RX3

STREET ELITE AWARDS

- Barris Kustom Award – Andrew Mitchell – 1939 Lincoln Zephyr
- Barris Hot Rod Award – David Scott – Drag-U-La
- Best Hot Rod – Michael Renfrey – 1933 Ford Roadster
- Best Street Machine – Glen Profilio – 1959 FC Ute
- Best Tuner – Michael Ellard – 1992 Holden Rodeo
- Best Custom Cruiser – Adam Cleary – 1957 Buick Riviera
- Gold Bodywork Award – Michael Renfrey – 1933 Ford Roadster
- Gold Paintwork Award – Anthony Morphet – 1969 Ford Mustang
- Gold Engine Bay – Glen Profilio – 1959 FC Holden
- Gold Engineering Award - Glen Profilio – 1959 FC Holden
- Gold Interior Award – Allen Craig Edwards – 2005 Subaru WRX
- Gold Display Award – Mick Lear – 1953 Ford Mainline
- Gold Design Award - Glen Profilio – 1959 FC Holden



EPIC EVENT: THE BIG SHOW MOTOREX 2015

With a DeLorean, Starsky & Hutch Gran Torino, Bullit Fastback, two Mad Max Falcons and even an old Falcon ute from A Country Practice, the Movie Car showcase attracted a wide range of excellent vehicles



MOVIE CAR MADNESS

New for 2015 was the MotorEx Movie Car Mania. More than 30 vehicles were assembled for the weekend from all over the country, representing films covering the gamut of movie-going tastes and genres. Standouts included original TV show Batmobiles, an Eleanor clone, a Mad Max Interceptor and MFP Pursuit, Back to the Future's DeLorean, Herbie the Love Bug, Starsky & Hutch's Gran

Torino, Smokey and the Bandit's Trans Am, a General Lee and an actual Crown Victoria, as used in the film Superman Returns.

Some more obscure vehicles included a pristine red XY Falcon ute from A Country Practice, a detailed replica of the machine from Chitty, Chitty Bang Bang, the Munsters' Drag-U-La and an interpretation of the Scooby Doo Mystery Machine. Punters clamoured over the collection all weekend, with plenty of selfies taken with the icons of movie land. Some suggestions for 2016 would have to be the Plymouth Fury from Christine, the Burton-era Batmobile, Ghostbusters ambulance, the AMC Pacer from Wayne's World and Stallone's Mercury from Cobra.



No move to remove the Confederate flag here... yet

Glen Jennings and his Lost in the 50s museum crew brought a few of his movie cars down from Newcastle for the exhibition, including this Batman TV show car and a gorgeous Eleanor clone

You can't have movie vehicles without Captain America and Billy the Kid from Easy Rider!





**THIS YEAR, 13 NEW
CARS AND BIKES WERE
UNVEILED TO THE PUBLIC
FOR THE FIRST TIME**



**EPIC EVENT:
THE BIG SHOW
MOTOREX 2015**



**OVER 400 VEHICLES ENTERED THIS YEAR'S EVENT
WORTH AN ESTIMATED \$40 MILLION!**

the annual Summernats, these days, you're more likely to hear builders claiming that they're pushing the envelope to be ready in time for the 'Inauguration' at MotorEx. This year, 13 new cars and bikes were unveiled to the public for the first time and the quality on show was remarkable.

Simply getting into the show was easier this year, with electronic ticketing booths setup and a rock concert-style security check that made entering the new-format event quick and painless – despite the number of people making their way in. Now entering via the promenade between the main dome and the Performance garage trade halls,

you're immediately struck by the outdoor displays of street cars and top-flight drag cars near the dyno cell. Turn right and you're into the main show halls and turn left and you'll enjoy trade stalls and a dyno display area within what is normally the wood chopping arena. The way the engines sounded reverberating around that concrete and timber amphitheatre had to be experienced!

When we heard the event was being split into two distinct buildings, we figured the main dome was going to be the only hall to display the vehicles – but how wrong we were. The main display area for the show cars really didn't seem to shrink at all,





Chris Varney's 'MOD ROD' project originally started life as an LJ Torana. Based on a concept drawing from 1997, the HOK Brandywine creation features fabricated front suspension and suicide doors as well as wild guards you'd expect to see on a T-bucket



**EPIC EVENT:
THE BIG SHOW
MOTOREX 2015**

PERFORMANCE GARAGE

The Liqui-Moly Performance Garage expanded and moved into a new home in 2015, with the mini-SEMA Show shifting from the main halls across to a dedicated hall featuring dozens of aftermarket manufacturers and retailers showcasing their wares. As the MotorEx website states, the Performance Garage is, "a unique opportunity for spectators and entrants to meet and talk to the masters behind some of the fastest race teams, industry leading products, mechanics and tuning specialists".

**ORGANISERS REALLY RAMPED THINGS UP THIS
YEAR AND WE CAN'T WAIT TO SEE WHAT THEY'VE
GOT UP THEIR SLEEVES FOR 2016**

The Herrod Motorsport stand had an awesome selection of Ford power on display as well as their brand new range of official Ford Racing suspension and exhaust parts for the new Mustang



This year's display featured the likes of Harrop showcasing its range of blower kits, brake upgrades, Forgeline wheels and sexy Hurricane LSx intake manifolds; MONSTR Clothing and Hi-Torque Performance teaming up to show off a gathering of tough Commodores including a Walky with an insane LSx conversion boasting a massive single turbo setup; Taree's Down Town Kustoms had two of its unfinished projects on show including the awesome wide-bodied, blown LSx-powered HQ Monaro SHQRP and Ford Racing/Herrod Motorsport taking up plenty of square footage with a range of excellent late-model Ford

power-up parts and crate engine options.

Mixed amongst all the latest in aftermarket power parts was a wealth of display vehicles, many of which would have been just as at home in the main dome. We particularly loved the V12-powered, chopped, channelled and sectioned '34 Ford on the Aussie Desert Cooler stand; Andrew Hawkins' balls-out, circuit-racer S14 Sylvia on the GCG Turbo stand; the Coyote V8-powered Mustang Fastback on the Haltech ECU stand and the insane time attack WRX on the Autotech Engineering booth with its carbon fibre ground effects, wide body kit and sexy Process West intake.



**EPIC EVENT:
THE BIG SHOW
MOTOREX 2015**

taking our photographer more than three hours to navigate for these photos. Only then – having woven between many of the nation's top modified cars and bikes – could he head over to the Performance Garage, where even more cars, bikes and trade displays from the country's top aftermarket performance manufacturers and shops set up their wares. Another two or three hours later and we reckon we'd seen most of it... whoa.

Organisers really ramped things up this year and we can't wait to see what they've got up their sleeves for 2016. If this is the start of a new era for MotorEx, we can't wait to see what the future looks like. **PG**



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"One strange night hanging at my mates place it all came to me. I had a brain snap and said to my mate, 'How would you feel if I attempted to take out your title at the Horsepower Heroes shoot-out competition at the Summernats?' His words were 'Go for it!'

"The car was recently unveiled at the Sydney Jamboree show where it took out first prize for the engine bay. It was the first of many more shows yet to come, and the next major show will be next year's Summernats where the car will enter the Horsepower Heroes shoot-out competition and attempt to take out the current rotary title of 758hp pump fuel by RDRUNR." **PG**





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SNAPSHOT:
MATT JAMES
TYRE KILLER

MATT JAMES



26-year-old Matt James bought the HT in mid-2013 for \$65,000 and has since been building it up into this bright red beast. Says Matt, "I bought the car off Facebook from Dale Simmons when it was called 'KRANKY'. It was running a Chev 350. I took it to Powercruise in 2013, but there wasn't enough grunt, so I upgraded to a 434 SBC for 500hp at the rears naturally aspirated. I took it to Gazzanats in 2014 and had a ball but still wanted more. "The N/A 434 was removed and a new blown 434 was built and fitted. The first run was at the Father's Day burnouts in Collie. I had a couple of issues, but they were sorted for Powercruise and we killed 32 new tyres in a weekend." **PG**



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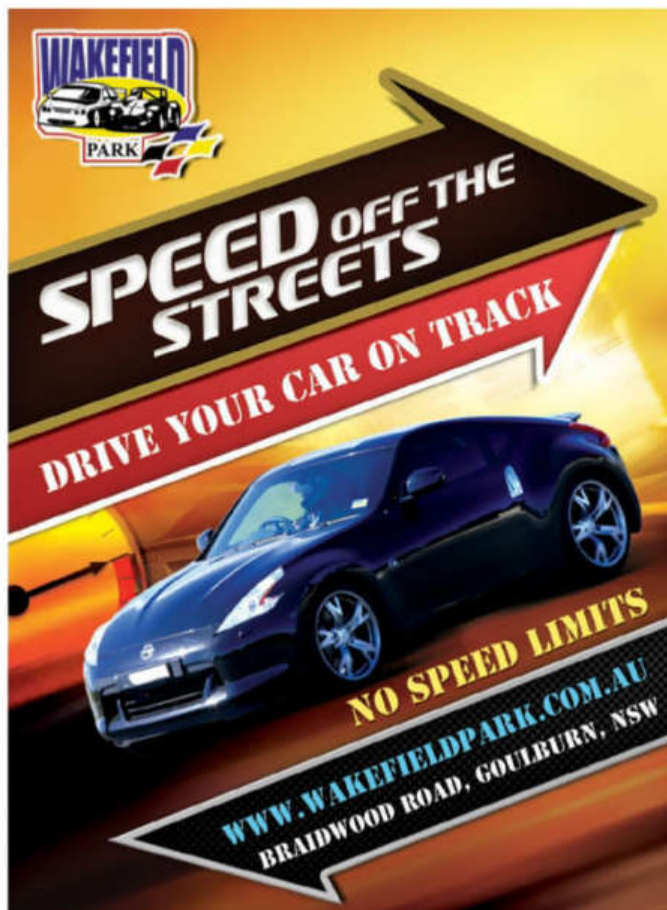
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